GREAT UNDERTAKINGS.

BEARLY TWENTY-TWO MILLIONS FOR CITY

IMPROVEMENTS. A COMPLETE LIST OF THE PROJECTS NOW UNDER THE DIRECTION OF THE DEPARTMENTS OF

PUBLIC WORKS AND PARKS. Mayor Havemeyer in his recent message to the Common Council referred to the great number of costly public improvements which the city has undertaken. He furnished no list of these projects, and no testimate of their cost. TRIBUNE reporters have made successful efforts to obtain a complete list of these under-takings, with the assistance of Commissioner Van Nort. The completion of these enterprises will involve an expenditure of about \$22,000,000.

The most important of the improvements on which work has been begun are the tunnel and the suspension bridge across the Harlem River. Some delay has been caused by the failure of the Board of Supervisors of Morrisonia to take appropriate action, but the work will be begun undoubtedly this year. The share of the expenses which the city will be called upon to bear will be about \$4,000,000. The widening of Broadway will cost the city \$2,000,000 in awards, and nearly \$900,000 for the Improvement of the street. To complete the Riverside and Morningside Parks will cost about \$3,000,000. The Kingsbridge road will cost the city about \$1,000,000, and the extension of the Western Boulevard \$1,000,000 more. The extension of the aqueduct from Ninety-second to One-hundred-and-thirteenth-sts. in iron pipes has already east the city over \$2,000,000, but only a small fraction of that amount has been expended since Mr. Van Nort suc-eceded Mr. Tweed in the conduct of the work. The present aqueduct between these streets rises high above the level of the surrounding property, and being of earth and masoury forms a wall between the eastern and western sections of the city, preventing the passage of vehicles and interfering with the laying out of streets. The work consists in laying the aqueduct below; the level of Tenth-ave., conducting the water in iron pipes along

tional cost will probably reach \$750,000. A large portion of the work done in the city is under the direction of the Commissioner of Public Works, as he has charge of nearly all the openings and gradings of streets. It will be observed that although so many enterprises are now in progress, and workmen are employed on 300 miles of streets, the entire cost will not reach \$4,000,000. The work on these streets is all done by contract to the lowest bidder. The expenses on streets during the last year of Tweed's rule exceeded \$22,000,000 and it is stated that no more work was done than at

the distance named, and constructing the sewer along

the avenue. The course of the pipes has led through a

ledge of rocks which has been excavated with great diffi-

culty, and the work has not been completed. The addi-

STREET IMPROVEMENTS.

The following is a complete list of the enterprises conducted under the direction of the Department of Public Works:

1. The widening of Broadway, which will soon be be gun under the direction of Commissioner Van Nort. He remitted to the Collecter of Assessments, on Wednesday, the list for the widening of Broadway, amounting to \$2,564,183. The city's share of the burden will amount to about \$2,000,000 more. The cost of grading and repaying the street and putting it in condition for traffic can hardly be estimated, but it may safely the placed at

2. The Boulevard, from Fifty-ninth-st, to One-hundredand-fifty-fifth-st. This has been opened for public use, with the exception of a few blocks, the superstructure of which will be finished early in the Spring. The construction of the sewers un was begun at points north and south of One-hundredand-twenty-fifth-st., to provide for the drainage of the road bed. To drain the district in the vicinity of the deelivities of the surrounding territory, a large outlet sewer is building in Manhattan-st., which will carry off the sewage from the line of the Boulevard, Avenue St. Nichelas, and the streets and avenues in the vicinity. The work will not require more than \$420,000.

3. Avenue St. Nicholas, beginning at Sixth-ave. and One-hundred-and-tenth-st., at the northerly boundary of the Central Park, and running thence through old Hartem Lane and the old Boston road to the Kingsbridge road at One-hundred-and-fifty-fifth-st., is regulated and graded, and the superstructure is almost entirely ready for "top-dressing" in early Spring. The section from One hundred-and-tenth to One-bundred-and-twenty-second st and Eighth-ave, is finished. The amount required is

4. Seventh-ave., 156 feet in width, is completed from its junction with Avenue St. Nicholas, at One-hundred-and-sixteenth-st., to the Harlem River on the north-adistance of two miles. The substructure of this road from One-hundred-and-tenth-st.—the Park boundary—to Avenue St. Nicholas is in position and ready to receive gravel. It will be completed early in the Spring. The cost will be \$250,000.

6. West Moraineside-ave., bounding the Morningside Park, will probably be finished before the close of the year. This avenue is on a high ridge of land, overlooking Central Park, the islands and public buildings, West-chester County, and the Sound.

6. Seventy-second-st., from the Woman's Gate of the Central Park, at Eighth-ave., to the Hudson River, will be similar to the foulevard road by and afford a continuous parkway through Central Park, connecting with the Boulevard and the Riverside-aves. This work was begun hist Autumn, and is partly completed from the during the Summer at a cost of \$250,000.

7. The regulating and grading of Lighth-ave., along the western boundary of Central Park, from the Circle at Fifty-ninth-st. to One-hundred-and-twenty-second-st., will be completed on a new grade line, involving heavy rock-cutting and extensive filling. The first section, from Fifty-ninth to Seventy-seventh-st., will be rempty for the superstructure in the Spring. This work will cost \$1,250,000. 4. Seventh-ave., 150 feet in width, is completed from

superstructure in the Spring. This work will cost \$1,250,000.

8. The improvement of Tenth-ave., from One-hundred-and-hitty-lifth-st. to Fort George Hill, will be completed in the Spring, at a cost of \$500,000.

9. The largest outlet sewer ever constructed in this city is in One-hundred-and-tenth-st., from the East River to Fifth-ave. It has been finished to a point midway between Pourth and Fifth-aves. A section of this sewer is 9 by 12 feet, and the work provides for the drainage of the northern portion of the Central Park and of a section of Harlem Plann. Work will be begun on the sewer under the sidewalks of Sixth and Seventh-aves. In the Spring. It will cost \$750,000.

10. Work on Madison-ave., from Mt. Morris Park, at One-hundred-and-twentieth-st. to Ninety-sixth-st., and also on the avenues east and west of Mt. Morris Park, from One-hundred-and-twentieth-st. to One-hundred-and-twenty-fourth-st., is proceeding favorably. The cost will

ity-fourth-st., is proceeding favorably. The cost will

be \$750,000.

11. A large number of streets and avenues running from Central Park to the Hudson River and Riverside Drive, as well as other streets and avenues in different parts of the city, will be improved under contract by ordinances of the Common Connell. These are us follows:

JOWN:	
MINOR STREET CONTRACTS. Take of Work—Paring. Convector. Sthere, from 34th te 45thets. P. F. Magins. 24th-45, from 10th to 11th-area. J. Everard. 3istef. from 4th to 5th-area. C. C. Reed. 25thet. from 5there for North Rivery F. Magins.	America
Ath are from 14th to 45th ste P P Marint.	Amount
part at from 10th to 11th-aves J. Everget	15.042 00
Statust from 4th to 5th-aves C. C. Reed	8.010 00
37th-st. from 7th-ave. to North River! F. Maginn	27,607 00
Tithest, from the are, to North River! F. Magnin. 428-84, from 5th to 10th-ares. D. McGrath 4280-84, from 5th to 10th-ares. P. F. Magnin. 520-84, from 5th to 10th-ares. P. F. Magnin. 520-84, from 5th to 5th-ares. P. F. Magnin. 520-84, from 16th to 5th-ares. P. F. Magnin. 520-84, from 16th to 10th-ares. P. F. Magnin. 520-84, from 16th to 10th-ares. Williams & Garay 5th-84, from 16th 5th 4a are. J. Everard. 1254b-84, from Hariem to North R. J. Tracey.	14,050 00
48th-st., from 5th to 19th-aves P. F. Maginn	6,766 50
Mid-st., from 2d-ave. to East River. J. Everard	10,555 50
53d-st., from 4th to 6th-aves P. F. Maginn	7,680 00
ford-st., from 8th to 10th-aven	13,000 00
Syntax, from Lexington to an are williams a traray	11,800 00
1954), of from Harlem to North R. J. Traces	350 300 oc
Segers.	sechen or
And a Madage P to and though	
15th-st. Hadent R. to and through	
litto ave. to 23d-st. to near 10th- ave., and in 17th-st. from 11th-ave.	
to sud through 10th ave. to 16th-st Michael Noonan, about. t Outles in 69th-st., bet. E. H. and 25	\$ 200,580 BB
Ontlet in fifth-st., bet. E. R. and 2d-	TO CONTRACTOR
2st ave, 17th and 25th ats P. Slottmerer	
lat ave, 87th and 85th ets P. Nicttmeyer	63,092 56
44th-et, bet 2d and 3d-aves, E McChristie	3,764 00
With at., bet. 2d and 3d aven, and wist-	
et, bet, 3d and 4th aven, with	32,145 00
Contact at 110th at Haring River to	20,000 00
Sebare in the Art. Wm Barri	433,830 00
Outles sewer, 100th-st., Hudson E.	annipena an
Exaction and the aven, which is Norman. Outlet at 111th-st. Harley River, to Others, de., de. Outlet sever, 108th-st. Hudson E. Others ever, 108th-st. Hudson E. to Boulevard and 110th-st. Ac. Ac. Dewdney.	47,850 00
to Honlevard and 110th of Ac. Ac. A. Dewdney. Outlet 80th of, from H. R., to Road, Ac. &c. Lutz & McKim. Outlet 80th of, between 10th are and Hudson River. A. Dowdney. 51st-st. bet 60th and 5th-aves. J. Mullbulland. 55th-st. bet. 50th and 5th-aves. C. P. Devlin. 13th-ave. bet. 50th and 5th-aves. R. A. Allen.	
&c. &c	63,120 00
Outlet 96th-st., between 10th-ave.	
and Hudson River A. Dowdney	28,947 50
Slet-st. bet oth and 7th-aves Mulbolland	4,642 00 2,987 50
The age but joth and Signatur F & Allen	# 120 DO
Angeles A het 59th and 7 let-ste J. M. Gittigen	5 738 25
Soth-st. bet. 50th and 6th-aves. C. P. Devlin. 11th-ave. bet. 50th and 5th-stes. E. A. Allen. Avenue A. bet. 59th and 54th-stes. J. M. 6jlligan. 11th-ave. bet. 50th and 54th-stes. M. H. Grossmaver. 50th-st. bet. Ave. — and lat-ave. M. H. Grossmaver. 65th-st. bet. Ave. A and lat-ave. P. Farley. 65th-st. bet. 5th and 10th-aves. E. A. J. Cunningban. 11th-st. bet. Dry Dock and E. R. T. McCabe.	2.955 50
55th st. bet Ave and Ist-ave M. H. Grossmayer	3,437 00
cothest, bet, Avc. A and Ist-ave P. Parley	4,491 00
67th et bet 9th and 10th aven R. & J. Cunningham	5,660 00
11th-st., bek Dry Dock and E. R T. McCabe	5,767 00
Drama.	
Drains bet. 73d and filst-sts and let gad 5th-aver. E. Bradburn.	# 77 F.03 AG
rad 5th aver. E. Bradburn	# 41,464 NO.
James Everard	36,131 25
77th and Sith-sts. and 9th-ave. and	**,***
Hodson Kiver E. Bradburn	34,844 00
96th and Hith-sts. and 10th and 11th-	
ases K. Bradburn	25,519 00
62d and 68th-sts. and 8th and 9th-avec0. F. Magnite	6,878 10
Tally and States, and Eth and 10th Aven. This and States and Stheave, and Hudson River. Sich and Hitherts, and 10th and 11th Aven. E. Bradburn. Sich and States, and this and 10th are States E. Bradburn. Sich and States, and this and Stevenson. Manabattanet, bet. 12th and St. Nicholae ave. Regulating, Grading, etc.	55,412 50
Nicholas ave Newsjatian Gending, etc.	90'415 90
Nicholes ave. Regulating Grading, cic. 119th-st. 4th to 8th-ave. Dennis McCarthy. 100th-st. 5th to 11th-ave. F. Brunsden. 11st-st. 5th-ave. 5c. R. Herman Poyle. 11st-st. 5th-ave. 5c. R. Herman Poyle.	\$42,467 m
somether fith to 11th ave F. Brunsden	29,755 10
Thet. of 5th-ave, to E. R	24,507.80
21st-st., 5th-ave to five drive H. Treacy	65,811 25
	60,231 25
79th-st. 9th to leth-aves	21,830 00
104th, 105th, and 100th-sta, from	80,373.50
Sth-ave. to drive	82,781 00
18th et., 2d to Strave to Hodson Riv Robert Meers	16,496 00
John B Nichel	7,804 77
127th st. 6th to 8th are. John B. Nichol	7,641 57
Nithest Repleyard and Hudson Riv. Wm. Guilforte	20,516 60
Stat-at., id-ave. to E. H	16,208 30
120th-st, 6th to 5th-ave. 130th-st, Sonievard and Hudson Miv. Wm. faulforte. 140th-st, Sonievard and Hudson Miv. Wm. faulforte. 140th-st, 8th-st forth-ave. 150th-st, 8th-st forth-ave. 1	20,440.00
Bist-st. 7th and 8th-aves T. and J. D. Crimmins.	29,442 00 20,258 19
120th st. 7th to 8th ave	6,872 13
84th-at., 8th to 10th-ave	79,900 22
Silb-st, sin to loth ave A. Dowdner.	******
Abbet let to biner Chan C. Reed	24,000 (0)
62th et. M to 4th-aveJames Everard	6,790 20
#831b-st, #85 to 10th-ave D. Balscock T. Tand J. D. Crimmins. This is a first and #80-aves T. and J. D. Crimmins. 120th-at. 7th to 8th-ave. T. and J. D. Crimmins. 1441b-st, #85 to 10th-ave. A. Dowdney E5th-st, #85 to 10th-ave. L. W. Johnson #5th-st, #85 to 10th-ave. Chast. C. Reed. 40th-st, 1st to 76-ave. Chast. C. Reed. 40th-st, 1st to 76-ave. James Everard. 8th-ave. 50th-st James Shattery.	24,000 (0 6,790 20 60,775 64

77th-st., let ave. to Rast River Herman Boyle	9,730 60
Sthare, 100th to 122d st Slattery & White	259,443 91
Lexington-ave., 66th to 96th-stJames Rifey	
120th-st., 3d to 6th-aveJohn S. Masterson	29.436 00
136th-et. 8th-ave, to Harlem River. R. I. Quirk	188.477 56
104th-st., 5th-ave, to Harlem River Joseph Picard	10.207-56
75th-st., 5th-ave. to East River Patrick Parley	41,734 00
78th-st., 9th to 10th-aves	31,542 00
The strict of the same to Remissard Junto & Manterson.	44.720 15
This withows to Hadaon River Will. B. Finity	24,207,08
Madison ave 105th to 120th at T. & J. D. Crimmins	2:6,715 OF
Mediane and Sith to Ulthei Terrence Mctimre	147,630 68
Sich as Replevent to River Drive, Menry Tone	24,740 U
Status Behave, to Bonlevard, Henry Tone	EU,360 21
145ab. at 7th-ave, to Boulevard Pairchild & Ward	64,920 00
100th at 3d ave. to Harlem River . Farley & Stewart	7,619 60
New-ave., East and West Crimmins & Son	33,961 66
loogs-st., 8th ave. to Boulevard Heary Wagner	16,684 31

MISCELLANEOUS PROJECTS. Beside the tunnel and the suspension bridge, the only works of Importance which are under the direction of the Park Commissioners are the following:

1. The Museum of Natural History. Plans for a section of this building have been prepared, the ground has been graded, and some work has been done on the foundation. The building will cost \$500,000. It is in Manhattan-

the building will cost \$500,000. It is in Manhattansquare.

2. The Museum of Art will cost \$500,000. A few excavations have been made.

3. The Morningside Park will occupy a rocky declivity
between Eighth and Ninth-aves. The ground has been
surveyed, and plans are under consideration. Work will
probably be begun in the Spring. The cost will not exceed \$1,500,000.

4. Riverside Park, occupying a rocky declivity between
Seventy-second and One-hundred-and-twenty-secondsts., has recently passed into the hands of the Park
Commissioners, who are now making a topographical
map of it. Both the Morningside and Riverside Park
sites are very difficult pieces of ground, and can be made
of value as public grounds by no ordinary method. The
department will lay out the grounds to the best advantage. The Riverside Park will cost \$1,500,000.

5. The Farade-Ground. The Legislature directed the
Department and Gen. Shaler to select and acquire for
the city a suitable parade-ground for the First Division.
THE TRIBUNE has published the report of Mr. Olmsted
on the subject, recommending, in concert with Gen. Shaler, a site, 70 acree in extent, near Kingsbridge. The
Board has not taken definite action. Work will probably
be begun next Summer, the estimated cost for land and
construction being \$700,000.

be begun next Summer, the estimated cost for land and construction being \$700,000.

Tuppel and suspension bridge	\$4,000,000
Tunnel and suspension bridge Broadway Widening—Awards, \$2,000,000; grading and paving, \$900,000. Riverside and Morningside Parks. Kingsbridge road. Aqueduct extension. Boulevard extension. Avenue 8t. Nicholas. Seventh-ave. opening. Seventh-ave. regulating and grading. Tenth-ave. improvement. Large outlet sewer. Madison-ave. improvement.	2,900,000 3,000,000 1,000,000 750,000 420,000 250,000 1,250,000 500,000 750,000 750,000
Minor street improvements. Museum of Natural History. Metropolitan Museum of Art. Parade ground.	3,725,387 500,000 500,000 700,000
Grand total\$21,7	45,387

PRACTICAL IMPROVEMENTS DEMANDED. SPEECHES OF WM. R. MARTIN, WM. A. DARLING, SIMEON E. CHURCH, AND OTHERS, BEFORE THE WEST SIDE ASSOCIATION.

A meeting of the West Side Association was neld last evening at Lyric Hall, in Sixth-ave., to discusthe question of Rapid Transit, in particular, and the Park improvements, and other projects in general. Wm. R. Martin presided, and in calling the meeting to order said, among many other things:

SPEECH OF WM. R. MARTIN. All the plans so far authorized by the Legislature have

failed to give us rapid transit. This is mainly due to the successful opposition of local property-owners. Broadway has been one great field of this fight. New, in order to get rapid transit, we must insist:

First: The best route for the people without regard to the local interests or one set of men. A railroad by steam on the line of a great thoroughfare would increase and not depreciate the value of property on that thoroughfare. The opposition does not rest on any grounds that show that property would be injured in value, but on the blind prejudices and hide-bound selfishness of such property-owners, who oppose everything from the lack of capacity to understand it, pre cisely as that class of men did oppose, in their day, the Hudson River Railroad, the Croton Aqueduct, and the Central Park. There is nothing to do with these men but to ride over them. In the City of New-York this best route means Broadway as the central route; the Fourth or Third aves, as a route on the east side, and the Eighth or Ninth-aves., up town, on the west sidewhichever the men who are going to put their money in

whichever the men who are going to put their money in to it may select.

Second: When the route is determined, a plan adapted to it can be chosen. On Broadway au underground would be the best plan. It would cause less interference with existing travel and occupation, and it would pay, because it is the most costly plan of construction, and it is the route which would furnish the most passenger travel. Mr. Beach's hundred yards of travel under Broadway, at Murray-st. is an illustration of this that defies criticism or refutation. On a side avenue, such as the Third or the Eighth-ave, an elevated road such as the Gilbert plan, or others of that kind, would answer. It would cost less A route through the existing streets ought to be taken, for a road should not be compelled to go to the expense of buying a right of way, and we have streets enough. Besides, any secondary street will be benefited by having a line of rapid transit elevated over it and its capacity to accomedate travel increased. It is the second of the second process of the composition of the condition of the conditio

the Gilbert road has one feature that greatly commends it. If it could make a circuit from the Harlem River to the Battery, one line on the east side and the other on the west side of the city, and then by branches connect with the second story of all the ferry-houses and a steamboat landings down town, and on the Harlem River with the new Northern and Boston Road, and all the roads that leave the city northwardly, it would give great facilities to travel, and connect all routes of travel with the residence and business portion of the city, so as to save surface travel almost entirely.

Topographical surveys have been made of the Morning-side Park, and, to some extent, of the Riverside Park. The treatment of these Parks has been for some months under the consideration of Mr. Olmsted, whose ability is everywhere displayed over the surface of the Central Park, so that the best devised for the ornamentation of these grounds may be decided on and carried out in the ensuing Summer.

The Bouleyard which stretches from the gate of the

these grounds may be decided on and carried out in the cusuing Summer.

The Bouleyard which stretches from the gate of the Park at Fifty minth-st, and passes northwardly is the grand avenue of the West Side, and it will become in time, with the parks on either side of it, the seat of the highest value land can attain on this island. We all know how land has risen in value on the Fifth-ave, during the past seven years, seven, and in some cases ten, fold. Nobody doubts that such advances will occur again; there is but one place for it. It is on the West Side, from Fifty-ninth-st, to Fort Washington. There will the high values of this decade be exceeded as much as present values exceed those we were accustomed to before the war. When will the time come! It will came as soon as we have rapid transit, the exemption of mortgages from taxation, and with the vigorous prosecution of the work on the parks, the grading and sewering of streets. We have done a great deal of work on these subjects before now, we have still a great deal to do, and encouragement to do it.

At the conclusion of Mr. Martin's speech, Wm. A. Dar-

At the conclusion of Mr. Martin's speech, Wm. A. Darling said, in part, as follows:

SPEECH OF WM. A. DARLING. It is, perhaps, well known to many of us that the growth of this city has been wonderful and marvelous. When we look back for some 30 or 40 years when the confines of the city proper were in the neighborhood of Canal-st., we cannot but be astonished at the progress displayed. We can very readily see now the mistakes that our City Fathers made a great many years ago in their legislation for the future growth and appearance of our city. We can see how streets should have been of our city. We can see how sirects should have been laid out and widened; how, instead of opening the gates and permitting our people willingly to find residences in Brooklyn and Jersey City, means for the comfort and rapid transit of its population should have been carried out at an early stage of the city's growth. We have the means here of making our city, what it is destined to be, one of the most attractive residences for opulent people in the world, especially on this great American Continent. To do that, we must insure the security of life, the protection of the property of the citizen. We want two things—rapid transit and the relief of bonds and mortgages from taxaticn. The moment that taxation is removed that moment you attract to the city the capital not only of the whole country but of the world.

We have entered upon a period of reform—not a niggardly clutching at the public purse, but an economical expenditure of the public money, a devotion of it to practical improvements, which beautify our city and really enrich its inhabitants. If I had the construction of a road I would build a viaduct road, which would not interfere with the travel of the horse-cars. This could be built in one-third of the time, and with one-haif the expense of an underground road. The only way to find out the best plan, however, is to hold meetings as we are doing to-night, and to discuss the probabilities. laid out and widened; how, instead of opening

OTHER SPEECHES.

Wheeler H. Peckham next spoke of the injustice of the taxation upon bonds and mortgages of real estate. A mortgage was a mere instrument of exchange between men. The property in which the equivalent of the mortgage was invested had to pay a tax upon the value as increased by that money, so that value was doubly, and therefore unjustly taxed. He also spoke of the injurious effect of this legislation, which was sending all the capital belonging in the city to other portions of the country, where it could be used to better advantage, and urged proper action to devise some just system of taxation.

E. H. Jenney spoke of the great injustice done to the citizens of the State by the excessive taxation and the enactment of laws which discriminated against the property-holders.

SPEECH OF SIMEON E. CHURCH. Simeon E. Church, in the course of quite a long speech, said that he had only one idea to offer, and that was rapid transit, which involved the question of the wealth of our city. For twenty years there had not been a session of the Legislature in which from five to

sented, each one claiming to be perfect in itself; and yet to-day that one-legged railroad on Greenwich-et. and that woodchuck hole under Broadway are the only things we have to show for twenty years of labor. His plan was to let the city step forward and push the work

plan was to let the city slep forward and push the work itself.

Mr. Church then read the City Railway bill, which is to be submitted to the Legislature, and commented freely upon its merits, citing the case of the Eric Canai, which was violently opposed at its inception. This bill, it adopted, would result in a railway promising a profitable revenue, and exacting a smaller fare than any other railroad in the city. He estimated that finally the fare would be reduced to three cents for each person, and based his calculation on figures which he had himself carefully computed.

As for the possibility that the bill might be stolen by Vanderbilt, the speaker triumphantly read a section which, he said, clearly obviated that difficulty. If the bill were adopted, at least five expert engineers would submit their best judgment upon the building of the road. A committee would go to Aibany to-morrow for the purpose of presenting the bill of the Rapid Transit Company.

In conclusion, Mr. Church read the following resolutions, which were subsequently adopted:

In concinsion, Mr. Church rend the following resolutions, which were subsequently adopted:

THE RESOLUTIONS.

Resolved, That in the opinion of this Association the time has fully
come when the City of New-Fork should instill a railroad for rapid
transit, in its own interest, and as a municipal work.

Resolved, That the argument that the rend ought not to be built by
the City because of the present heavy city debt, has no just or solid
foundation. The present city debt is large and oppressive because it is
borne by comparatively few people, and rests almost wholly upon ocehalf of the city, and the remaining haif being but little more than a
whiterness of rocks and vacant lois, producing less than one-quarter its
proportion of lax revenues; whereas, the effect of such improvement
will be to equalize the burden by imposing it upon both sections alike,
and vastly lighten it by distributing it among £0,00,000 instead of 1,00,000
people, and extracting the taxes from productive instead of unproductive
property.

perty. Icrofreed. That considering that before this road can be finished there Property.

Resolved, That considering that before this road can be finished there will be a passenger circulation in this city amounting to over 660,000 at day, and in 1800 to over 1,000,000 at day, a number for berond the capacity of a 4-trace city steam road and all the city street cars combined, there can be no question whatever that such a road at 5 cents rare will be self-sustaining from the start, while in the city and it the countraorth, it offers the assurance of a future revenue, combined at the assurance of a future revenue, combined at the assurance with the contribute largely, if not wholly, to the future extinction of the whole city debt; and that policy is therefore wholly indefensible which would surrender these revenues to private corporations, and the specific at the same time to the exaction of oppressive and intolerable fares.

Resolved Therefore that we indorse the bill adopted by the Rapid Transit Association of this city for the building of a railroad by the city and we call upon our city anthorities to use their influence, and our city and State legislators to give their votes to its enactment into a law.

The following was also adopted:

Resolved, That a Committee of Three he appointed to present a memorial to the Legislatore in favor of the examption of mortgages from instation.

The committee appointed consisted of Wheeler H.

The committee appointed consisted of Wheeler H.
Peckham Cyrus Clark, John W. Pierson, and John J.
Daly, The following resolution was offered by James T.
King and approved:

Beselved, That this Association approve of the bill now pending beferr the Legislature in favor of allowing allens to hold real estate.

The following are the members of the committee who
will proceed to Albany this mornine: Messrs. Olmstead,
Church, Knapp, Darling, Duncan, Martin, and Monteith.

BROOKLYN RAPID TRANSIT.

The proposed rapid transit road in Brooklyn is receiving great attention among capitalists in that city. These who favor building an underground road through Adams and Boerum-sts, and Atlantic and Flatoush-aves, to the city line at East New-York, have held a meeting and appointed a committee to canvas the city and solicit subscriptions. Simeon B. Chitten den is in favor of steam as a motive power, and states that all the property in the city, particularly in the neighborhood of Prospect Park and Flatbush, will be neighborhood of Prospect Park and Flatbush, will be greatly benefited by a steam railroad. He argues that the road would not only pay, but pay at once. Dr. Robinson of Flatbush, another large real estate owner, states that a man doing business in New York would be able to cross the East River Bridge, reach Flatbushave, dine at home, and be back at his business place in New-York again within an hour. A company to build a road through this section was legalized by the last Legislature and has already sold \$00,000 worth of stock. The amount still to be subscribed for is \$200,000.

THE ATLANTIC MAIL COMPANY.

SEIZURE OF TWO STEAMERS-THE COMPANY TM-BARRASSED.

The affairs of the Atlantic Mail Steamship Company, which have been more or less complicated for some time, have now reached a crisis. The stock of the Company some time since declined to 12, and it was asserted that all the old friends of this investment had deserted it. The Company has been exceedingly unfortunate, and has lost in a very short time the Havana, Eagle, and Missouri.

Eagle, and Missouri.

The steamers Columbia and Crescent City, lying at Pier No. 4, North River, have both been seized. The former is attached by Jas. E. Morris & Co. and E. E. Thorp for \$3.857, and the latter by suit of George Heisen and Franklin Voges for \$1.469. The steamer Morro Castle will probably the seized upon her arrival on Saturday.

Castle will probably be seized upon her arrival on Saturday.

A reporter of The Thinune was informed at the office of the Company yesterday, that every effort will be made to remove the disabilities under which the Company now suffers before the hour of the Columbia's saling, so that the United States mails can be forwarded. A clerk of the Company—the President is now suffering from severe sickness—denied the report that the crews of the steamers were unpaid.

The clerk declined to say anything further. He would not contradict the report that the Atlantic Mail Steamship Co. was about to suspend business.

The Post-Office authorities say that should the Columbia not be in readiness to sail to-day the mails for Havana will be sent by the steamer City of Havana of the New-York and Merican Line. The English mail to Nassau will, however, have to be detained, as this steamer dees not touch there.

THE ORPHANS' BALL

Another of the series of grand balls which mark this brilliant season was given, last evening, at This time, the Young Men's Roman Catholic Association of this city, and their numerous friends, held high car nival, and the worthy object that leavened the pleasure of the evening was the comfort and happiness of the children cared for in the Roman Catholic Orphan Asylum

For sixteen years has the Young Men's Association in this and other ways labored for the Asylum, and always with satisfactory results. It is needless to say that the sixteenth annual ball was in no degree inferior to any of its predecessors.

Early in the evening the attendance was small, but as midnight approached, the floor was thronged, and it was difficult to dance with ease. The only attempt at decoration was a woodland scene at the rear of the stage, with the monogram of the Association in brilliant jets of gas. Two bands furnished musical selections for both dancing and promenading to the satisfaction of the brilliantly attired assemblage.

Among those present were Jeremiah Quinnlon, John Fox, John Foley, Joseph J. Marriu, Owen Brennan, Wm. J. Mooney, Martin F. Keese, Edward Hogan, Thomas A. Ledwith, Hugh Hasting, John Hardy, Thomas S. Brennan and Dennis O'Donoghue.

PROPOSED REVISION OF THE BUILDING LAWS.

At a regular meeting of the New-York Chapter of the American Institute of Architects, held on Tuesday evening, a committee, consisting of Mr. Hatfield, President; Messrs. Post, Ritch, and Bloor, were instructed to prepare a memorial to the State Legislature on the subject of the connection of the Chapter with the administration of the Building laws, and on the proposition made by Gov. Dix in his late message. that, perhaps, the Institute might be advantageously united with other experts in the appointment of a board to revise existing laws in regard to the construction of buildings, and in this manner secure for this city all pos-sible immunity against great conflagrations.

LECTURES I AND MEETINGS.

The Hon, Daniel Dougherty of Philadelphia will lecture at Steinway Hall next Wednesday for the benefit of the Xavier Union. His subject is "Oratory." The lecture, which has been very popular in other cities, will be illustrated with imitations of the manner and specimens of the style of various public speakers.

Mrs. Clara Neymann delivered a lecture last night, in Liederkranz Hall, on "The Germans, and their Mission in America." She spoke of the reciprocal influence which women born in this country and those born abroad exert upon one another for good. The audience seemed to be in accord with the speaker and applicated her heartily.

At the annual meeting of the Knights of St. Patrick, the following officers were elected: President, Richard O'Gorman; Vice-Presidents, James Mitchel, James Daly, Daniel Connolly, Secretaries, P. McCarrin, A. T. Decharty; Treasurer, Juhn Danne; Escentive Committee, J. H. Harnett, Juhn Mallaly, Denis Quinn, Henry Hughes, Prascis O'Neill, Owen Marphy, Thes. E. Smith, Hugh Ferrigan, John Brosnan; Anditing Committee, J. P. Ferrigan, Francis O'Ryan, Joh. M. Dunn.

The Fire Department Committee of the Brooklyn Common Council met, last evening, and listened to the arguments of the Fire Commissi favor of an increase of the Department, new hydrants, and an automatic system of telegraphing alarms. Com-missioner Massey reported that the patentee of the New-York automatic system estimated that to erect 300 stations in Brooklyn would cost not less than \$33,000. The cost of new hydrants was estimated at \$19,000, and new steamengines and additional men, \$85,467.67, total, \$448.467. The Committee arrived at no conclusion, but will probably call a meeting of the tax-payers for the purpose of ascertaining if a majority are in favor of the increase and having the alarm telegraph introduced.

Under the auspices of a committee of Polish exiles, a spirited meeting of their countrymen was held last evening at the New-York Casino, in Houston-st., for the purpose of celebrating the anniversary of the last Polish uprising against the Czar. The audience-room Polish uprising against the Czar. The audience-room was thronged with Polish residents, many of whom were ladies. In the rear of the hall a platform had been erected, which was tastefully decorated with the national colors of Poland and the Stars and Hiripea, while in the center was placed a bust of Kosciusko. The Committee in charge of the entertainment comprised Mesara. F. Kwakowski, President; Jendezejowski, Vice-President; Du Laurans, Polkowski, Lebkowski, Wisnicali, Maczypski, Konopnicki, Budziszewski, and Romse.

HOME NEWS.

THERMOMETER, YESTERDAY, AT DICKINSON'S, IN PARK-\$ a m.—389 Noon—36 3 p. m.—39 Midnight—250,

PROMINENT ARRIVALS.

NEW-YORK CITY. A cargo of teas arrived from China, yesterday,

steamer, via the Suez Canal. We are indebted to the purser of the steamship Atlantic of the White Star Line for the prompt

J. M. Bellew, an English elocutionist, arrived in this city yesterday. He has been engaged by the Young Men's Christian Association to give three

In the list of officers of the New-York, Boston and Montreal Railroad Company, published yesterday, John S. Schultze was mentioned as Treasurer. His Secretary of the Company, Andrew McKinney bein The steamship Baltic of the White Star

Line has made the passage from Sandy Hook to Queens-town in the unprecedented time of 7 days 29 hours and 9 minutes. Her last passage to the eastward was made in 7 days 29 hours and 15 minutes. Commissioner Van Nort announces that the water in the reservoir rose several inches yesterday, and

that he has no doubt that a steady increase will be perceptible each day hereafter, as the flow into the reservoir is much greater than the present drafts made Christopher Flood and Michael McGowan, charged with defrauding the Government of the tax on

a quantity of distilled spirits, and with operating an illicit distillery in Spring Valley, Rockland County, were committed yesterday, by Commissioner Shields, in default of \$5,000 ball each. Those who were arrested on Tuesday on a charge of complicity in a "sawdust swindle," were dis

charged, yesterday, at Jefferson Market. Justice Scott commented in severe terms upon the manner in which the arrests were made, and remarked that they were utterly unjustifiable. Wm. H. Florence's Hotel at McComb's Dam Bridge was seized, yesterday, by Order-of-Arrest Clerk

Judson Jarvis to satisfy the bail bond in the case of Thomas C. Fields, who was indicted for fraud. Mr. Florence was his bondsman to the amount of \$5,000. The hotel will be sold next Tuesday. The Transactions of the American Institute for 1871-72 have just been issued in a handsome volume

of over 909 pages. The book, in addition to financial exhibits and reports of the various societies composing the Institute, also contains illustrated reports of the last year's course of scientific lectures. A "Conductor," in a communication to this paper, contradicts the statement that the conductors who resigned their positions on the Harlem Railroad on the introduction of the check-ticket system did so under a misapprehension. The correspondent states that all who resigned still consider that they had ample cause.

In the United States Circuit Court, yesterday, in the case of Charles B. Hotchkiss agt, the Trades. men's National Bank, the National Shop and Leather Bank of the City of New-York, and the Milwaukee and St. Paul Railway Company, in which action was brought to recover \$3,000 worth of bonds alleged to have been stoien, Judge Blatchford dismissed the bill with costs as to the banks, and as to the Railway Company so far as it asks for the issue of new certificates of preferred stock.

The new ferryboat, Garden City, will be placed on the James Slip and Hunter's Point Ferry, today. She is built of iron, double-decked, and is 184 feet in length, 64 feet in breadth over all, 14 feet in depth, and of 712 tuns burden. Her engines are 900 horse power, and are expected to run 14 miles an hour. The hull is entirely of iron of great strength, and the decks are of yellow pine. The lower cabins are fluished in black wainut, and the saloon, including its floor, in black wainut and spruce. The boat was built by John Roach & Son of Chester, Penn., at a cost of about \$125,000.

Some time ago the First Vice-President of the Gold Exchange, T. A. Hoyt, resigned his office, which was a salaried one. A large number of the members advocated the abolition of the salary, believing that the treasury of the Exchange would be benefited by it. The Executive Committee thought that it was incompatible with the dignity of the Exchange to accept the services of a member in this position without remutherating him, but at a special meeting of the Exchange it was resolved to do away with the salary. The Executive Committee sent in their resignations, which were promptly accepted. The election of a Vice-President was deferred for some days.

BROOKLYN. vocated the abolition of the salary, believing that the BROOKLYN.

The county institutions contain 2,461 in-mates, and the Small-Pox Hospital 26 patients. The 47th Regiment of Brooklyn will have a promenade concert and be reviewed by Gen. H. W. Mor-ris of Gov. Dix's staff on Feb. 5.

Ex-Mayor Kalbfleisch is getting better. He was able to walk about his chamber, yesterday, and an-nonneed his determination to come down stairs to-day. The firemen, who are paid only \$800 per annum. propose to follow the example of the police and to petition the Legislature for an increase of pay.

The city's receipts on the water revenue account during last year amounted to \$971,000, which is \$191,000 in excess of the expenditures, and in view of this fact the Water Commissioners propose to reduce the rates.

Controller Schroeder reports that during December, 1871, and up to January 10, Tax Collector Burrows received for taxes \$1,922,588 76, and deposited with the City Treasurer \$2,371,204 49, and that by Burrows's refusal to make prompt deposits, as required by law, the city loses, in faterest, \$2,118 78. The matter is to be investigated by the Common Council.

LONG ISLAND. WHITESTONE .- The Rev. Gardiner S. Plumley will deliver a lecture in the First Presbyterian Church to-morrow evening. The title of his discourse is "A Face with a Smile upon it."

IS "A Face with a Smile upon it."

LONG ISLAND CITY.—A raid has been made during the past few days upon the unicensed dealers in manufactured tobacco in this city, by the Internal Revenue officers. About 20 persons were arrested....The cook of the bark Loch Lomend, lying at a wharf here, decamped recently with clothing owned by officers of the vessel and valued at \$100. A warrant has been issued for his arrest...The fourth term of the City Court will begin on Monday, Feb. 3. Monday, Feb. 3.

STATEN ISLAND.

RICHMOND .- At the last meeting of the Board of Supervisors it was shown that the county expenses for the last five years were as follows: 1868, \$12,918 74; 1869, \$14,465; 1870, \$22,492 12; 1871, \$41,500; 1872, \$8,342 70. The supervisors' bills are not included in the last item, but will not exceed \$600.

HUDSON RIVER COUNTIES. HUDSON .- A man answering the description of John Marrin, one of the escaped Sing Sing convicts, was arrested yesterday afternoon in Ghent, by Deputy Sheriff Austin, and is now in jail in this city.

Kingston.—The ice men in this vicinity resumed, yes-teriay, work which had been suspended during the re-cent thaw and storms. If the present favorable weather continues, the houses will all be filled within a week. The ice is of fair quality.

NEW JERSEY.

JERSEY CITY .- The inquest on the body of E. P. Jones, murdered in Essex-st. on Sunday night, will be held this evening by Coroner Reinhardt, in the office of Justice McGrath, at Newark-ave, and Grove-st. A large number of witnesses have been subpensed in hope of the discovery of the whereabouts of the murdered man during the earlier part of the night, and the manner of his death. Robert Halladay is still held to await the result of the inquest, though the evidence against him is exceedingly slight at present. Thomas Lee, arrested at the same time as Halladay, was discharged yesterday, the evidence against him not arrested at the same time as Halladay, was discharged yesterday, the evidence against him not warranting his longer detention. The deceased was removed from the hospital to his late boarding house, where the funeral will take place to-day. The jury was impaneled yesterday. The County Insane Hospital will be completed by Feo. 15, and will accommodate 100 patients. Nearly that number is aiready in the county almshouse. Dr. Eddy is to be placed in charge. John J. Riddeli has been elected President of the Hudson County Typographical Union No. 197.... A woman claiming to be the wife of William Coughlin. a wealthy merchant, entered a complaint against him before Justice Allen, for refusing to support her. Couchlin is aiready under 4.000 bonds in Hoboken to answer a similar charge.... There are 400 laborers filling in Harsimus Cove preparatory to the exection of the immense freight depot of the Pennsylvania Railroad Company. The amount to be expended on projected improvements, including the proposed tunneling of Berges Hill, is nearly \$10,000,000. The loss by the burning of the tobacco inspection building of A. S. Jarvis & Cs., on Nov. 25, was \$485,000. On building, \$45,000; on stock, \$450,000. The insurance on the building was \$40,000, and on stock, belonging to a large number of consignors, principally in the Southern States. \$450,000... The Board of Fire Commissioners prepared, last evening, a bill for presentation to the Legislature, making the Department a full-paid Department. The hosemen and truckmen at present receive only \$75 per annum... The residence of O. P. Brown, at No. 48 Grand-st., was English acaman, was arrested, last evening, a bill for presentation to the Legislature, making the Department a full-paid Department. The hosemen and truckmen at present receive only \$75 per annum... The residence of O. P. Brown, at No. 48 Grand-st., was English acaman, was arrested, last evening, in the Second Frecient, charged with an atroclous assault on a fellow-seaman on the outward passage of the White Star Line st

United States Commissioner.

PATERSON.—A partially successful attempt at a general jail delivery was made bere last night. Eight prisoners confined in the County Jail escaped through the window of an unused cell, to which they were admitted at locking up time, by collusion with the door-keeper, himself a prisoner. His time had expired, however. A stout iron bar land boon previously sawed off this win-

dow, leaving an aperture seven inches by 13. The prisoners scaled the wall with the belp of a small step-ladder. One of them returned about 16 o'elock last night. The names of the other seven are William Thompson, the deorman, Henry Coates, Michael Condon, John McAlister, Charles McLean, and James Kane. None of them was charged with any serious offense, and only two or torce expected to go to the State Prison.

ELIZABETH.—The citizens of this place claim to have attained rapid transit, as they have two first-class sailroids which afford communication with the metropolis in 30 minutes. A large number of property owners at a recent meeting resolved to make public the unusual advantages of the town as a residence, and for this purpose an office has been opened, by S. J. Abern, at No. 69 Liberty-st., NewYork.

NEWARK.—The annual dinner of the Board of Trade

Liberty-st., New-York.

NEWARK.—The annual dinner of the Board of Trade took place at Apollo Hall last evening... The Emmett Zounges Protective Behevoient Association has dishauded... Dr. Charles Young has been elected President of the Newark Medical Association... The 13th anniversary of the daily Union Prayer meetings will be cellerated to-day.... John Clary was arrested yesterday for embezzling \$400 from his employer, Patrick McClure. BAYONER.—The carpenter shop of Casper Van Bus-kirk was robbed, on Monday night, of tools valued at \$100. Ferdinand Platt was arrested, yesterday, in the Pourth Precinct, Jersey City, with a portion of the tools in his possession and held to answer.

GREENVILLE.—A lame peddler was knocked down in the Central Railroad depot, on Tuesday evening, and robbed of the entire proceeds of his day's sales by two unknown men, both of whom escaped arrest.

Hoboken.—Henry Miller, arrested on Monday night in the act of removing a case of silks from the Bremen docks, and suspected of the former silk robbery, has been fully committed for trial.

Sneak thieves succeeded in forcing open the scuttle-door of the residence of Aarou Burnett, in Madisco-ave., near Six stabledt, on Wedensday ovening; and castering the house while the fam were enting supper in the basement, they ramsacked several of the up rooms and stole jewelry worth #1,200.... The residence of Aarou Harr at No. 247 Rast Seventy-cighthest, was broken into by burglars Wednesday night and silverware worth #200 was stolen.

THE TRIBUNE ALMANAG for 1873 (ready last early in February) will, in addition to its use PORTMAIT AND BIOGRAPHY OF HORACK GREELEY.

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